

Appendix C

City of Mishawaka Miscellaneous Inventory Reports

Exhibit 6.1-1 Accessible Pedestrian Signals Data

Exhibit 6.1-2 Accessible Pedestrian Signals Map

Exhibit 6.2-1 On-Street Parking Data

Exhibit 6.2-2 On-Street Parking Map

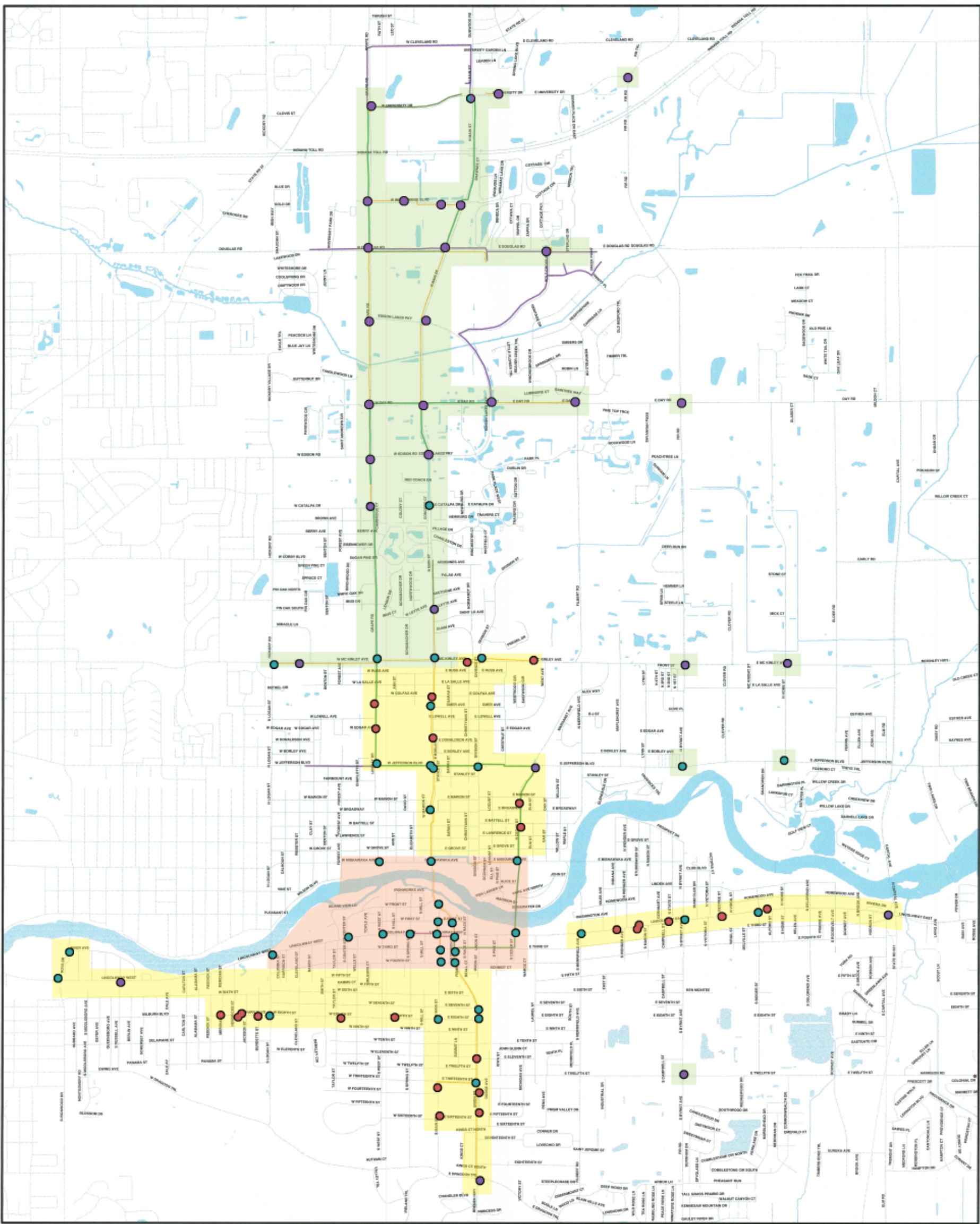
Exhibit 6.3-1 Rail Crossings Map

Accessible Pedestrian Signals

City Of Mishawaka

Exhibit 6.2-1

Area Description	Significant Contributing Factors	Quantity of Signalized Intersections	Quantity of Intersections with Pedestrian Signals	Estimated Cost of Correction
Priority Area 1	Downtown corridor bounded by Logan Street, Cedar Street, Mishawaka Avenue and 4th Street: Downtown Area has a high density of retail, dining, services, churches and governmental entities, including the police station, public library, and County Services Annex.	17	17	\$ 171,360
Priority Area 2	Area between Mishawaka Avenue and McKinley, Along Milburn/W. 8th St., Along Lincolnway East of Cedar St., and area near intersection of Union and 13th: These areas are adjacent to schools and the supporting residential areas indicating a higher level of pedestrian use.	20	17	\$ 171,360
Priority Area 3	McKinley/Grape/Main Commercial Corridors and outlying areas: These areas exhibit the fewest pedestrian facilities. Those with facilities are generally not connected to the larger pedestrian network of the City.	32	6	\$ 60,480
		Total Signalized Intersections	Total Signalized Intersections with Pedestrian Signals	Total Estimated Cost
		69	40	\$403,200



Legend

- School Warning Signal
- Signalized Intersection With Pedestrian Head
- Signalized Intersection - Vehicular Only
- Priority Area 1
- Priority Area 2
- Priority Area 3

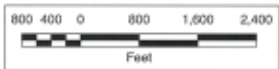


Exhibit 6.2-1

**City of Mishawaka, Indiana
Fiber Map**

This map is for informational purposes only and is not a legal document or survey.

On-Street Parking Spaces

City Of Mishawaka

Exhibit 6.3-1

Location (Block Face)	Quantity Provided	Quantity Accessible Spaces Provided	Accessible Car Spaces Required	Accessible Van Spaces Required	Type of Parking Provided	Access Aisle Required (Y/N)	Located on Accessible Route or Near Ramp*	Signage Provided at Correct Height	Comments	Estimated Cost of Correction
Block Bounded by 3rd, 4th, Church and Main	14	0	0	1	Angled	Y	N/A	N/A	None Provided	\$625
Block Bounded by 3rd, 4th, Mill and Main	7	0	0	1	Parallel	N	N/A	N/A	None Provided	\$300
Block Bounded by 3rd, 4th, Spring and Mill (St. Joseph Church and School)	5	3	0	1	Parallel	N	Y	Yes but no van	Ramp provided in two locations, but both have 1" lip at base. Cross slope of stall over 2% maximum.	\$300
Block Bounded by Lincolnway E, 3rd, Church and Main	7	1	0	1	Parallel	N	Y	Yes but no van	Slopes <2%.	\$50
Block Bounded by Lincolnway E, 3rd, Spring and Hill	1	1	0	1	Parallel	N	Y	Yes but no van	Single Space	\$50
Block Bounded by Lincolnway E, 3rd, Mill and Main	14	1	0	1	Angled	Y	Y	Yes but no van	Aisle not marked. Slopes over 2%.	\$475
Block Bounded by Lincolnway E, 1st, Mill and Main	14	2	0	1	Angled	Y	Y	Yes Including Van	Slopes over 2%. 11' Stall with 5' Aisle.	\$325
Block Bounded by Lincolnway E, 1st, Main and Church	28	3	1	1	Angled, 90 and Parallel	Y for Angled, N for Parallel	See Notes	Yes but no van	1 parallel stall on Lincolnway (Not located near ramp and cross slope over 2%.) 2 angled stalls on Main (No access aisle, slopes >2%, ramp access adjacent)	\$675
Block Bounded by 1st, Main and Church	21	0	0	1	Angled and 90 degree	Y	N/A	N/A	None Provided.	\$475
Block Bounded by 1st, Front, Mill and Main	34	4	1	1	Angled	Y	Y	Yes Including Van	Spaces on Mill are compliant. Stall on Main not compliant as it has no access aisle, is 11' width, slopes >2% and is located mid block with no access to ramp w/o routing behind parked vehicles. 1st St side under construction. Owner to revisit requirements when construction complete.	\$0
Block Bounded by 1st, Front, Mill and Spring	24	0	0	1	Angled and Parallel	Y	N/A	N/A	6 parallel, 18 angled. None provided.	\$375
Block Bounded by 1st, Front, Spring and Hill	17	0	0	1	Angled	Y	N/A	N/A	None Provided. Hill and 1st St sides under construction. Appears to be future angled parking. Owner to revisit requirements when construction complete.	\$625
Block Bounded by 1st, Front, Hill and West	25	0	0	1	Angled	Y	N/A	N/A	None Provided. Hill, West, and 1st St sides under construction. Appears to be future angled parking. Owner to revisit requirements when construction complete.	\$625
Block Bounded by Front, Spring and Hill North side	16	0	0	1	Angled	Y	N/A	N/A	None Provided	\$625
Block Bounded by Front and Hill North side	25	0	0	1	Angled	Y	N/A	N/A	None Provided	\$625
Front Street - West to Center North Side	24	0	0	1	Angled and Parallel	Y	N/A	N/A	6 angled, 18 parallel. None Provided	\$625
Front Street - West to Center South Side	17	0	0	1	Angled and Parallel	Y	N/A	N/A	11 angled, 6 parallel. None Provided	\$375
Block Bounded by Mishawaka, Main, Grove, and Elizabeth	8	0	0	1	Parallel	N	N/A	N/A	None Provided	\$625
Block Bounded by Mishawaka, Ann, Grove, and Elizabeth (St. Monica's)	11	3	0	1	Parallel	N	N/A	Y but No Van	Cross slope >2% maximum. 3 spaces provided on Ann, but ramp has 1" lip.	\$275
Mishawaka St - Ann to Elizabeth South Side	11	0	0	1	Parallel	N	N/A	N/A	None Provided	\$375
Mishawaka St - Elizabeth to Main South Side	8	0	0	1	Parallel	N	N/A	N/A	None Provided	\$375
Block Bounded by Broadway, Battell, Sarah and Main	17	0	0	1	Angled	Y	N/A	N/A	None Provided	\$625
Block Bounded by 13th, 16th, Main and Union - Emmons Elementary	31	2	1	1	Angled	Y	Y	Yes but no van	No markings provided. Sufficient space for stalls and access aisle. Slope < 2%.	\$350

Block Bounded by Milburn, Jackson, Hendricks and Delaware - LaSalle Elementary	47	0	1	1	Angled	Y	Y	Yes but no van	No access aisle provided. Slope < 2%. > =8' stall provided.	\$350
Block Bounded by Delaware, Somerset and Grand - Gibbard Playground	49	0	1	1	Angled	Y	N/A	N/A	None Provided	\$625
Block Bounded by Merrifield, Borley, and Maplehurst - Park	10	1	0	1	90 degree	Y	Y	Yes Including Van	Located near ramp, but ramp is not accessible (No landing). 8' wide stall with 8' wide access aisle provided. Cross slope and running slope of aisle and cross slope of stall <2%. Running slope of parking stall >2%	\$225
	Citywide Total Marked Spaces Provided	Citywide Total Spaces Designated	Citywide Total Car Spaces Required	Citywide Total Van Spaces Required						Total Estimated Cost
	485	21	5	26						\$10,975

KEY

Deficient - None Provided

Spaces Provided, But Not Compliant

Spaces provided, Compliant

*Note: Location near accessible route or ramp indicates only adjacency. Not intended to imply compliance of adjacent ramp or route. See Sidewalk/Ramp Data for those locations.
Costs provided are for bringing req'd number of stalls into compliance and do not include cost to make ALL provided stalls compliant.

Marked On-Street Parking
Within the Downtown Area

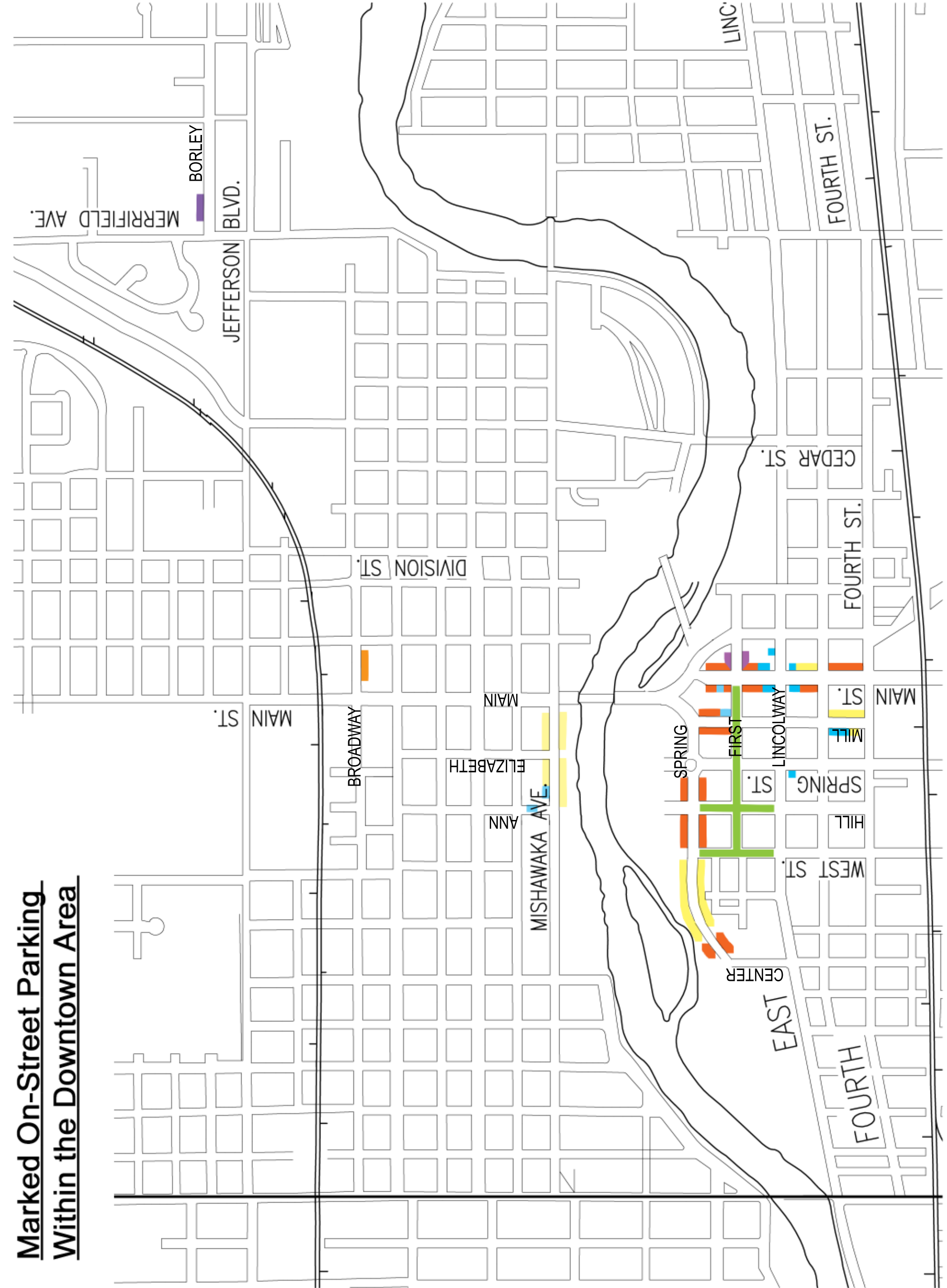
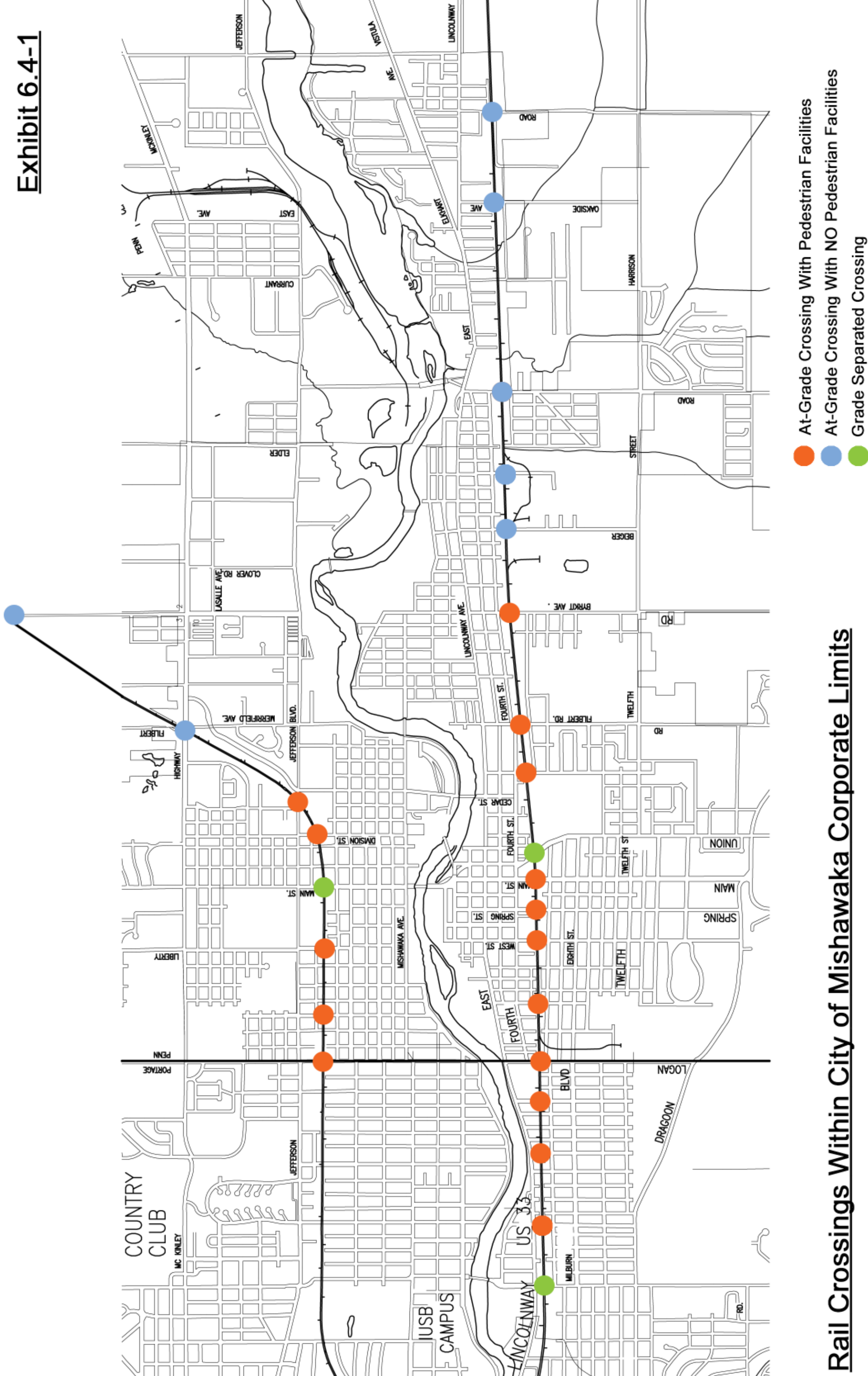


Exhibit 6.3-2



Rail Crossings Within City of Mishawaka Corporate Limits